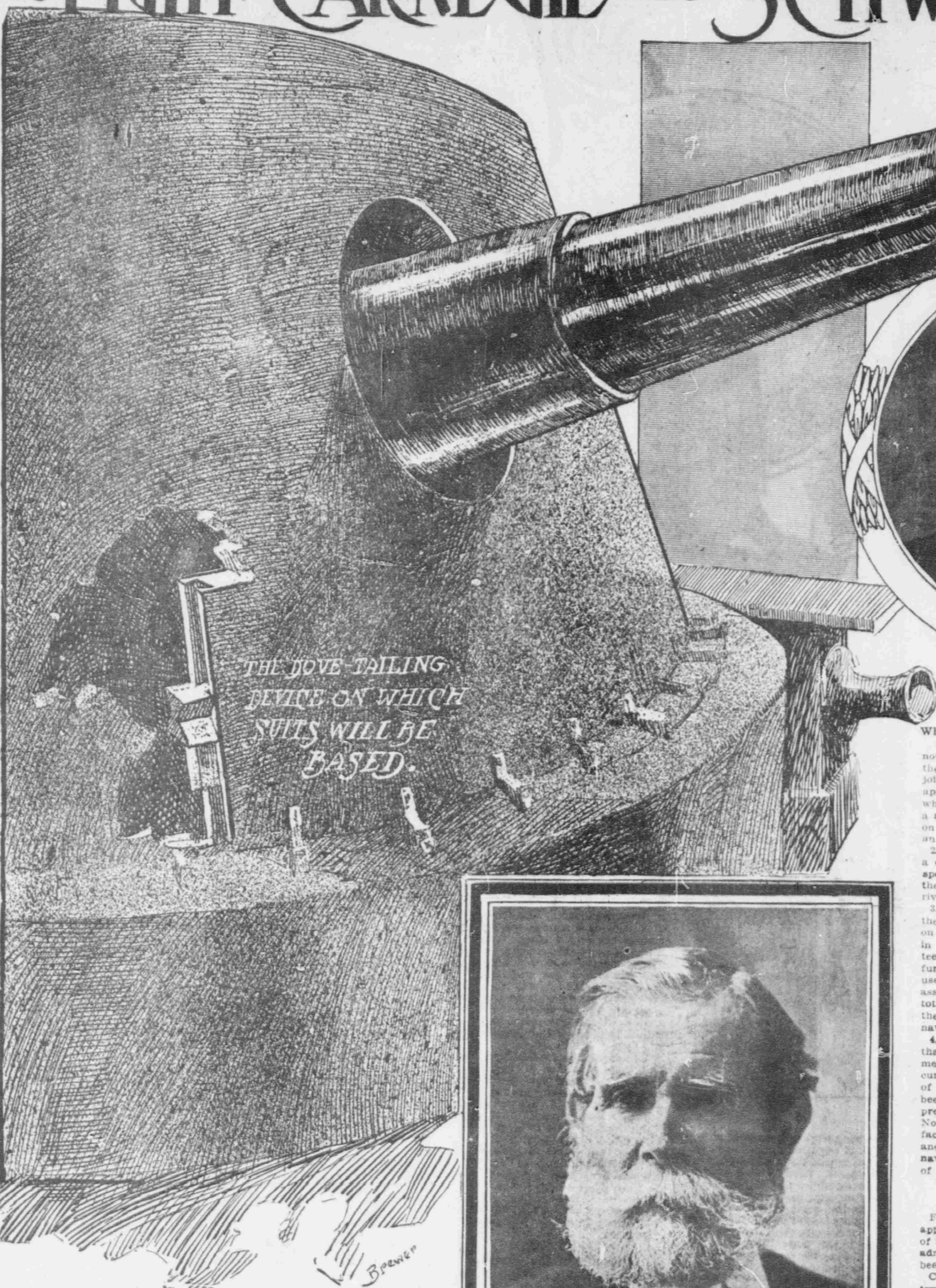


AT 83, AN OLD SCOTCHMAN BEGINS to FIGHT CARNEGIE and SCHWAB for \$5,000,000



ANDREW CARNEGIE.



CHARLES M. SCHWAB.

Whom Aged Capt. Peter McMillan Is Fighting, Charging Their Steel Companies With Infringing on His Patent.

not your patent, No. 53390, covers the simple use of dovetail keys at the joints of armor plates, or whether it applies only to a series of plates when joined by dovetail keys to make a structure to contain a filling, is one on which this bureau is unable to give an opinion.

2. This bureau has no record of such a cofferdam structure as your patent specification describes being used in the vessels of our navy, they being riveted structures.

3. As to the use of dovetail keys at the joints of armor plates, it is found on examination that they are employed in the conning towers of at least sixteen of our vessels, and possibly a further search would show them to be used in a few other parts of armor assemblies; but it is believed that the total number of such dovetail keys in the armor of all the vessels of the navy is a very small quantity.

4. It does not seem to the bureau that the use of dovetail keys as a means of uniting ends of armor plates, curved or straight, would be a subject of infringement of patent, it having been a well-known idea for some time previous to the date of your patent No. 53390. As an illustration to this fact the bureau notes an illustration and description in a French book on naval construction, published in 1896, of a design for armor hatch.

Respectfully,
N. E. MASON,
Chief of Bureau of Ordnance.

For reasons of his own the captain appears to regard this letter, in spite of its phraseology, as somewhat of an admission that his patent may have been infringed upon.

Captain McMillan has addressed a typewritten letter of four pages to President Roosevelt, which he will soon present, wherein he says, in part: "I claim that the United States Government has been and is still using my patent No. 53390 in the construction of battleships for our navy, without my consent or remuneration to me. . . . I have singled out the United States battleship Oregon to prove my claims, as I saw her drawings in the Union Iron Works in San Francisco, Cal., last summer, and found out that her turrets were constructed on the plans and specifications of my patent."

"Other vessels for our Government have also been built according to my plans and specifications, and if my advice is good enough for our Government to use in building our ships, I ought to have pay for my labors."

The captain in his letter then goes on to tell how he sent his plans to the Board of Ordnance, in Washington; how the board wrote it was not interested; how he presented the specifications and drawings to both the Cramp Shipbuilding Company and the Bethlehem Steel Company, and how both "turned them down." He also makes the following assertion in his letter to the President:

"Shortly after I presented my patent to the Board of Ordnance, which showed how fortifications, as well as battleships, could be built on my plans, General Miles, who was a member of the board at this time, gave out to the Associated Press the idea of building fortifications on my plans as his own idea."

The captain appeals directly to the President to protect him in his rights, and requests his help "in deciding what right the United States, or any private parties building warships for the United States or any other government, have in using my patent without my consent."

The captain ends by requesting an interview, and stating that he thinks he can demonstrate that his device is of the greatest importance at this time for the protection of the country.

Captain McMillan has in his possession a letter from J. C. Ayres, captain of the Ordnance Department of the United States army, dated April 4, 1896, in which Captain Ayres tells Captain McMillan that it will be necessary for him to submit to the board drawings and descriptions of his device should he desire to present his invention for the consideration of the War Department.

An excerpt from the proceedings of the Board of Ordnance of September 15, 1896, shows that "It is recommended that these papers (letters from Peter McMillan) be referred to the engineer member of the board for examination and report."

Great Britain Using Device.

In addition to the statement that the United States, Russia, and Japan have been using his key for nine years, he declares that Great Britain also has been employing it without right for the last six years.

Who is this bold Scot who thus defies steel and shipbuilding trusts and Uncle Sam?

Except that he is considerably larger, Captain McMillan looks somewhat like Andrew Carnegie, whom he is fighting and whom he affects to despise. They have the same Celtic features and the same bushy beard. The captain looks more like a man of fifty than an octogenarian.

In fact, Captain McMillan was born in Scotland, only ten miles from the birthplace of the redoubtable "Andy," whom he contemptuously calls "a fake."

Installed "Ironclads" Engines.

The captain has had much experience in naval matters, especially in engineering. It was he who installed the engines in the first armor plated vessel ever built by the United States Government. This was "Old Ironsides," built at Cramp's yard, in 1853.

He served ten years in the British navy; was four years at Gibraltar and three years at Quebec. It was 1856 when he first arrived in America. Since then he has made a close study of this country's coast defenses and armored warships.

For a time, during the civil war, McMillan was captain of a company of the home guards volunteers. He also was employed at navy yard work in Brooklyn and elsewhere, installing engines in ships.

For four months, at the time of the civil war, Captain McMillan had the power to blow Washington to atoms.

This was when he was placed in charge of the gas works in this city, while new and improved machinery was being installed.

During this period he was under constant guard, as the man who superintended the gas works just previous to his employment there, is said to have been tried by court-martial and shot for being connected with a plot to blow up the city.

The captain is more than hopeful of at last obtaining his rights. Although he still has some means, it is said that litigation of one sort and another has caused his original "pile" to dwindle.

Plans Home for the Aged.

"When I get what's coming to me," said Captain McMillan, "I intend to establish with the money a fine home for old men and women out in San Jose, Cal. It's my opinion that the old people in this country are not treated as well as they might be, and I think this would be a real philanthropy."

"Colleges? Tut, tut! 'Carnegie a philanthropist? Rubbish!'"

And the rugged octogenarian with the courage and heart of a boy and the face of a Jupiter Ammon hunched his stalwart shoulders to a level with his ears and stamped back into his hotel.

CAPT. McMILLAN'S BOLD STAND

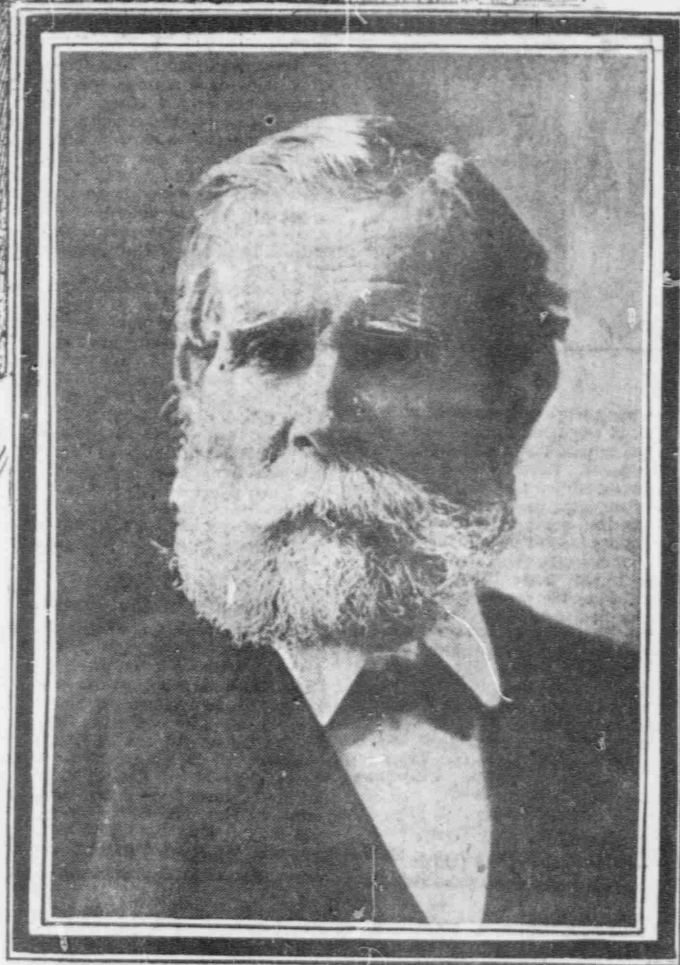
CAPT. PETER McMILLAN, through Representative Shartel of Missouri, has introduced a bill in Congress asking the Secretary of the Treasury to pay him \$5,000,000 for alleged infringement of his patent.

Would sue three steel companies and three shipbuilding concerns for a total of \$200,000,000, but would be satisfied with \$5,000,000.

Claims his patent key for assembling armor plate has been illegally used on sixteen United States warships, and that Russia, Great Britain, and Japan also have infringed upon his patent.

Charges General Miles with giving out to the Associated Press the McMillan patent as Miles' own idea.

Petitions President Roosevelt directly to see that he obtains his rights.



CAPT. PETER McMILLAN,
Sturdy Octogenarian Scot Who Is Determined to Beat Out Uncle Sam and the Steel Magnates in a Fight for Millions.

Later, so the captain avers, when he called at the offices of those to whom he had written regarding his device, he was received coldly at the door by sub-officials and denied admittance.

Then Captain McMillan began to get suspicious. Denied access to the offices of the steel and shipbuilding magnates, he was bound to find out surreptitiously whether his patent was being used unlawfully.

One day, while prowling about inside the Government fortifications in San Francisco, on this quest, he was arrested as a spy, but was allowed to go as soon as his story was heard.

When the battleship Oregon was being constructed, Captain McMillan went to see Mr. Dickey, chief draftsman at that time of the Union Iron Works. He saw the plans of the vessel and claims that those for the turret of the vessel had a key which closely resembled his patent. He then returned to Philadelphia.

Turned Down by Schwab.

The captain asserts that in San Francisco Charles M. Schwab when approached by him, after he had secured an attorney to bring suit against Schwab, promised to look into the captain's charges of infringement on his patent as soon as he returned

from Goldfield, but that when he made an effort to have Schwab take the matter up, the latter would have nothing to do with it. Schwab remained in San Francisco only an hour and the captain had no opportunity to serve a subpoena on him.

Captain McMillan did not give up hope at being "bluffed" by the steel kings. With true Scotch obstinacy he redoubled his efforts to get what he considered justice.

He enlisted the support of Congressman Shartel of Missouri, who has talked the matter over in conference with the captain and with Secretary of the Navy McCall. The Secretary has promised to see what can be done, it is said. Meanwhile, the captain is leaving no stone unturned to gain his ends. He is trying to find out whether the United States Government or the ship building companies are responsible for the alleged infringement on his rights.

Rear Admiral Mason's Views.

In support of the captain's assertion that on at least sixteen of the warships built by the navy his patent rights have been infringed upon, he shows the following letter from Rear Admiral N. E. Mason, chief of the Bureau of Ordnance:

January 10, 1907.
Sir: Referring to our conversation of yesterday:

1. The question as to whether or

While the total sum involved in the proposed suits would amount to some \$200,000,000, the captain would be satisfied to retire from the fray with \$5,000,000.

Captain McMillan's grievance, is given as follows: On June 1, 1897, he was granted a patent on a dovetailed key for the assembling of armor plate for war vessels and fortifications, the number of his patent as recorded being 533,690.

Showed His Patent.

After receiving his patent, the captain caused to be printed illustrated single-sheet folders descriptive of his device, sending the same to Carnegie, Schwab, the Secretary of the Navy, the William H. Cramp & Sons Shipbuilding Company, and others, with letters explaining his patent.

Going to San Francisco with the hope of selling his patent to Scott Bros., of the Union Iron Works, Captain McMillan was told, he says, that the company had entered the "steel trust," and would be unable to handle it. He says he also showed his patent to a Mr. Johnson, who was a representative of the Bethlehem Steel Company.

EIGHTY-THREE years old and yet determined to win in a fight, involving millions, against the United States Government, Andrew Carnegie, Charles M. Schwab and others:

This is the sturdy, indomitable Scotch spirit of Capt. Peter McMillan, of Pierce City, Mo., who is in Washington, and has introduced in Congress through Representative Cassius M. Shartel a bill whereby he hopes to recover at least \$5,000,000 from what he claims is an infringement on his patent dove-tailed key for the assembling of armor plate. The Secretary of the Treasury is asked to pay him this sum. Believing that all war vessels built in the last nine years for the United States, Russia and Japan bear his patent illegally on their turrets or elsewhere, Captain McMillan intends to sue the United States Steel Corporation wherein Carnegie is a prominent figure; Schwab's Bethlehem Steel Company, the Union Iron Works of San Francisco; the Newport Shipbuilding Company, the William H. Cramp & Sons Shipbuilding Company of Philadelphia, and the New York Shipbuilding Company, of Camden, N. J.

INGERSOLL TO BE HONORED

A MODEL of the statue of the late Colonel Ingersoll, ordered by the Ingersoll Monument Association of Peoria, Ill., has been completed in the clay. It will be ready for casting in a New York foundry early this coming spring, 1907, and will be ready for unveiling in Glen Oak Park, Peoria, Ill., on the anniversary of his death, July 23, 1907.

The statue is of "heroic" size, that is, one-third larger than life. It will be cast in bronze. The clay model has just been completed by the sculptor in his studio. The position chosen shows Colonel Ingersoll standing erect in an easy, natural pose, dressed in ordinary every-day clothing. The hands are carelessly and naturally placed on either hip, one of Colonel Ingersoll's most characteristic attitudes, and one which he unconsciously assumed as he became more and more interested in the topic he was discussing, either in court or on the lecture platform. Throughout the handling, ease, unstrained effect, and lifelikeness.

Robert Green Ingersoll was born in Dresden, N. Y., August 11, 1823. Much of his early youth was spent in Wisconsin and Illinois. He studied for the law and in 1857 established a practice with his brother in Peoria, Ill., where he achieved much prominence. In 1862 he organized the Eleventh Illinois cavalry regiment, mainly recruited in Peoria, Ill., and was chosen colonel. The regiment was attached to the First brigade, Gen. B. N. Buford, Third Division, under Gen. C. S. Hamilton, Army of the Mississippi. Colonel Ingersoll's regiment took a very prominent part in the war and was present at the battle of Corinth,

in which it sustained very heavy losses during the seven or two days fighting. Colonel Ingersoll and a portion of his regiment was captured by a greatly superior force under General Forest, C. S. A., at Lexington, Ky. Later he was exchanged and continued to serve in the army till 1864, when he resigned.

Governor Oglesby, of Illinois, appointed him attorney general in 1866. He then took a leading part in Republican politics, and was, without a peer as an orator. He nominated James G. Blaine for the presidency in 1875, his "nominating speech arousing the greatest enthusiasm and being still regarded as a masterpiece of oratory. His law practice increased until he became the leader of the Illinois bar, and his success led him to remove his practice to Washington, D. C., in 1878, where some of the most important suits decided in American law courts were conducted and won by him. In 1888, Colonel Ingersoll removed to a still broader field in New York.

While his military and legal careers were distinguished, it is perhaps as an agnostic lecturer that Colonel Ingersoll attained his greatest fame. His lectures delivered from an agnostic standpoint attracted immense audiences and world wide comment. The list of his lectures is too well known to need recapitulation. About as well known as any may be named "The Mistakes of Moses" and "Ghosts."

Colonel Ingersoll died at his home, Walton-on-the-Hudson, July 23, 1890.

SONG OF TRIUMPH.

The prosperous are prospering
As never heretofore;
Their fortunate investments bring
Them daily more and more;
Then let us loudly, proudly sing,
With gladness in each breast,
The prosperous are prospering,
And who cares for the rest?
—S. E. Kiser in Chicago Record-Herald.